The California Toll Bridge Authority formed as a result of the California State Legislature's 1926 passage of a law calling for a policy-making body to bridge San Francisco and Alameda County. As early as 1930, formal plans for the Bay Bridge began to take shape among Purcell and his colleagues. First, in order to address the issue of length, it was decided that a suspension bridge and cantilever bridge would meet at Yerba Buena Island.

In order to design what is now one of the longest bridge spans in the world (23,000 feet), employing the world's deepest bridge pier (242 feet underwater) and the earth's largest diameter bore tunnel (76 feet wide by 56 feet high), Purcell turned to some of the most experienced bridge engineers in the country, including Ralph Modjeski, Leon Moisseiff and Daniel Moran. The low bidders for construction of the job included some of the giants of construction contracting, including the American Bridge Company, McClintic-Marshall for the steel work and the ''Six Companies'' contractors for the foundation work.

In total, over 8,000 workers from around the Bay Area and across the country produced the complicated and dangerous work, logging 214,870 ''man-days,'' at what would now be considered an unthinkable speed. And although there were no mass incidents during the building, we also pay tribute today to the hundreds of workers who were injured on the job and the over two dozen men who lost their lives.

After three years of construction, the Bay Bridge opened for traffic and to huge public fanfare on November 12, 1936—six months ahead of schedule. Today, after several modifications to allow for the unexpected flood of increased traffic in the 30s and 40s, seismic retrofit after the 1989 Loma Prieta earthquake and continued improvements, the Bay Bridge carries over 270,000 vehicles per day on its two decks. It has repaid and reinvested its $77 million price tag many times over in the last 75 years. Most importantly, it has allowed for the growth, progress and unification of the Bay Area's vital urban areas to the benefit of its residents.

Therefore, on behalf of the residents of California's 6th, 9th, 11th, and 13th Congressional Districts, we extend our congratulations on this important milestone. We express immense gratitude to the countless people who have contributed to the continued success of the San Francisco-Oakland Bay Bridge, and wish you all the best in the coming years.

CELEBRATING AMERICA RECYCLES DAY

HON. RICHARD L. HANNA

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 15, 2011

Mr. HANNA. Mr. Speaker, I proudly rise today to recognize America Recycles Day and those committed to the preservation of our environment. In 1997, America Recycles Day was created to inform, educate and bring awareness to the benefits of recycling. In particular, the automotive recycling industry has taken a strong stance against pollution, advocating instead for the preservation of our natural resources.

Small business owners who comprise the Automotive Recyclers Association represent automotive recycling facilities throughout the country. Just in the past year alone, they have helped to recycle over 11 million retired vehicles—to keep waste out of our landfills. Local, state and national guidelines are strictly followed and enforced to ensure all facilities meet environmental, safety, licensing and regulatory standards. What many don't realize is the reusability of vehicle components. Nearly everything from the upholstery to the engines, transmissions, aluminum and steel can be recycled. Now the most recycled product in the world, automobile parts can produce almost 13 million new vehicles, along with numerous other consumer products, while saving 11 million gallons of oil in the manufacturing of new components.

Exemplary citizens such as those of the automotive recycling industry and other committed individuals around the nation should be appreciated and acknowledged. We need to preserve our resources and environment so they may be enjoyed by future generations. Mr. Speaker, I proudly ask you to join me in honoring those making a true difference in keeping our nation clean and celebrating America Recycles Day.

A TRIBUTE TO EUGENE AND CAROLINE BARGMAN

HON. ADRIAN SMITH

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 15, 2011

Mr. SMITH of Nebraska. Mr. Speaker, I rise today to honor the service of two special Nebraskans, Eugene Bargman and his late wife Caroline. This year, Eugene and Caroline will be honored with the Nebraska Farm Bureau's highest honor, the Silver Eagle Award. Eugene and Caroline are widely respected for their commitment to God, country, community and agriculture.

They were an effective team during their 60 years together. After marrying in January 1946, Eugene completed his service in the Air Force and taught ''on the farm'' night classes in agriculture to military veterans. The Bargmans were early adopters of conservation technology on their diversified farm near Pickrell, where they raised their five children. They were co-operators for on-farm studies with state and federal agencies and both were leaders in Gage County Farm Bureau. Eugene and Caroline testified numerous times before local governing boards and the Nebraska Legislature on land use and conservation issues.

Eugene served as president of the county fair board and the Federal Land Bank board of directors. He also served on agricultural advisory boards for numerous Nebraska governors, U.S. Senators and Members of Congress. Caroline was a member of the Nebraska Soybean and Grain Sorghum boards and the first U.S. Soybean Board.

I ask my colleagues to join me in honoring Eugene and Caroline Bargman for their many great contributions to agriculture and the State of Nebraska. As recipients of the Silver Eagle Award, they will be forever appreciated and remembered.

A TRIBUTE TO MR. GEORGE CONDON

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 15, 2011

Mr. KUCINICH. Mr. Speaker, I first met George Condon when I was a copyboy at the Plain Dealer. It was the mid-sixties and the newsroom was a combination of Ben Hecht and Salvadore Dali, where nervous news jockies whipped the keys of their typewriters, men against white space, racing against a looming deadline, frenzied calls of ''boy, boy'' echoing summoning the serfs to duty. Unpretentious and approachable, columnist George Condon would occasionally appear in the midst of the tumult gazing upon the chaos with an amused wisdom about the city room and the city, befriending even a lowly copyboy who confided in him his own dreams of one day being Mayor of Cleveland.

While the strong, quick pulse of the city could be felt in the news room, George Condon knew there was a deeper story upon which all news was built.

''There is no satisfactory way to describe a city or to convey its spirit in words,'' he wrote in Cleveland, the Best Kept Secret, ''Facts and statistics, names and dates, prose and poesy all are well-intentioned bids to give flesh and breath to a chunk of real estate, but they hang lifelessly on the skeleton. If there is a way to give life to a city with words, those words must try to renew some of the lives that created the city.

In Shakespeare's Henry IV, Glendower proclaimed: I can call spirits from the vasty deep. Hotspur replied: Why, so can I, or so can any man. But will they come when you do call for them?''

Read Cleveland, the Best Kept Secret and George Condon's account of the clash over a hundred years ago between Mark Hanna and Tom Johnson and you will see that when George Condon called the spirits forth, they leaped onto his pages, their lives renewed vividly, dissolving the barriers between past, present . . . and future. For it was in November, 1976, after reading George Condon's account of the struggle between privileged interest and public interest that I made a decision to launch a full-scale campaign to save Johnson's Muny Light from a takeover by the then Cleveland Electric Illuminating Company.

A year later, because of the primary impact of his writings on my own life, I asked George Condon to be the master of ceremonies at my inauguration as Mayor of Cleveland.

Anyone who read his works could not help but be moved by his ability to bring to life his beloved city and all the characters who populated it. What made George Condon's writings so unique was his power of observation, fused with love and tempered with a non-judgmental humor.

He was our Boswell. One of the debates that George Condon played out in his work was the efficacy of the promotional campaign which declared Cleveland to be the ''Best Location in the Nation.'' He thought such a declaration could be off-putting to the visitor. After all, each city has its celebratory aspects. But upon further reflection, we can claim that title, not because we have the biggest buildings, or the grandest stadiums, or the most powerful

corporations, or the best freeway system, but because a humble wordsmith named George Condon picked words from heavens and brought a shower of stars upon this community year after year, ennobling us, making us lighter, making us wiser.

COAST GUARD AND MARITIME TRANSPORTATION ACT OF 2011

SPEECH OF

HON. LOUISE McINTOSH SLAUGHTER

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Friday, November 4, 2011

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H.R. 2838) to authorize appropriations for the Coast Guard for fiscal years 2012 through 2015, and for other purposes:

Ms. SLAUGHTER. Mr. Chair, I would like the record to unequivocally show that I strongly support reauthorizing our Nation's Coast Guard but oppose final passage of H.R. 2838 due to the controversial ballast water discharge provisions that were included in the bill.

I represent a district in the Great Lakes region that contains over 60 miles of coastline on Lake Ontario, a body of water that sees its fair share of shipping. New York State is the entry point for commercial shipping into the rest of the Great Lakes from the Saint Lawrence Seaway and I have serious concerns about how and what international commercial shipping vessels discharge into New York waters on their way to the rest of the Great Lakes.

Each minute, 40,000 gallons of ballast water containing thousands of foreign bacteria, viruses, animals and plants, are discharged into U.S. waters. Globally, it is estimated that more than 10,000 marine species each day may be transported across the oceans in the ballast water of cargo ships. Ballast water has been identified as a common mechanism for the transfer of harmful invasive species that threaten the livelihood and recreation of the millions of residents who depend on them annually.

The Coast Guard is in the process of finalizing its rulemaking process for a national Ballast Water Discharge Standard (BWDS) that would act as a floor for regulation on this issue, not a ceiling, and would allow states to impose stricter standards if they determine their waters are at risk. Title VII of H.R. 2838 would preempt this process by setting a weak national standard for the regulation of ballast water discharged into U.S. waters and would prevent states from implementing stronger than national standards when necessary. During consideration of H.R. 2838, I offered an amendment to strike Title VII or H.R. 2838. While, the amendment failed by a vote of 161 to 237, it received strong bipartisan support.

Unfortunately, while I strongly support the Coast Guard, I cannot support legislation that restricts the ability of States to protect against the threat of invasive species. The ballast water provisions in H.R. 2838 restrict these very protections.

HONORING CHRISTOPHER ''KIT'' ST. JOHN ON THE OCCASION OF HIS RETIREMENT

HON. MICHAEL H. MICHAUD

OF MAINE

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 15, 2011

Mr. MICHAUD. Mr. Speaker, I rise today to honor the career of Christopher ''Kit'' St. John, who recently retired from his post as the executive director of the Maine Center for Economic Policy (MECEP).

Kit is the founder of MECEP and has served as its executive director since 1994. This nonpartisan organization utilizes detailed research and analysis to promote sustainable economic growth throughout the state. As the face of MECEP, Kit has helped lead the fight to raise awareness on a wide range of issues affecting everyday Mainers. In these tough economic times, MECEP's advocacy for Maine's poor and under privileged has never been more important.

In the many years I have known him, Kit has proven to be one of the most thoughtful, intelligent, and hardworking people with whom I have had the honor of working. As executive director of the Maine Center for Economic Policy, an advocate at Pine Tree Legal Assistance, and as an activist representing low-income groups in Augusta, Kit has contributed a remarkable career to serving the people of this great state. His unshakable belief in the people of Maine and his vision for all that we can achieve together continues to inspire me in the work that I do.

I am glad to hear that Kit will not be going far. I hope that his wisdom and insight will be available to both decision makers and the public for years to come. While my staff and I will miss working with Kit, I wish him all the best in his retirement.

Mr. Speaker, I ask you to join me in thanking Christopher ''Kit'' St. John for his tremendous contributions and service to the people of Maine.

PERSONAL EXPLANATION

HON. TOM PRICE

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 15, 2011

Mr. PRICE of Georgia. Mr. Speaker, on rollcall No. 837, I was unavoidably detained. Had I been present, I would have voted ''yes.''

HONORING THE AMITY CLUB ON ITS 75TH ANNIVERSARY

HON. ROSA L. DELAURO

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 15, 2011

Ms. DELAURO. Mr. Speaker, I am pleased to have this opportunity to rise today to pay tribute to a very special community group, the Amity Club, as the membership gathers to celebrate its 75th Anniversary—a remarkable milestone for this outstanding organization.

During the first part of the 20th century, New Haven, Connecticut was home to the largest per capita population of Italians, constituting almost half the population of the entire city. At this time, Italian immigrants established strong roots in New Haven, working hard and raising large families. Most of these immigrants came to the United States with only a rudimentary primary school education, yet they had much higher dreams for their own children. They understood that education was the cornerstone of success and it was one of their central reasons for immigrating to the United States. It was from this same commitment to education and success that the Amity Club was established.

In the early 1930s, Frank Rubino, an architect who had become a leading building contractor and real estate developer in New Haven, was an active member of the Kiwanis Club yet he was one of few Italian members—as was the similar case in most of the City's service organizations. He was deeply proud of his American citizenry but he was as deeply loyal to his Italian heritage. Though there were a multitude of small Italian clubs throughout the city, they existed more for social purposes. Frank soon became convinced that the city needed a strong, service-oriented organization, with its membership made up of professional and business men of Italian background who shared his passion for their Italian heritage as well as his pride in being an American citizen. In fact the name AMITY was proposed not only for its dictionary meaning of ''peace and friendship'' but because it also combined the country they called home, AM for America, and the country of their strong ancestry, ITY for Italy.

Central among their work would be to provide scholarships to deserving students so that they could secure a college education. As one of their first acts following its official recognition as an association, the Amity Club members formed the Amity Trust Scholarship Trust Fund. Over the years, it has consistently grown and its funds have helped thousands of young students earn their college degrees and pursue their dreams. In addition to these scholarships, Amity Club members have been involved in innumerable service projects throughout the city, all aimed at improving the quality of life for all residents.

Our communities would not be the same without the efforts of volunteers and service organizations like the Amity Club, who, for generations, have made a difference in the lives of others and worked to make our towns and cities better places to live, learn, and grow. I am proud to stand today to recognize the extraordinary contributions of the Amity Club and to extend my sincere congratulations to them on their 75th Anniversary. In all that they have accomplished and continue to accomplish, the Amity Club has not only met the expectations founder Frank Rubino had for the organization, they have far exceeded them.

IN HONOR OF DR. JOHAN GALTUNG

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 15, 2011

Mr. KUCINICH. Mr. Speaker, I rise today in recognition of Dr. Johan Galtung, who is being honored by the American Muslim Alliance